

COUNTRY	East		REPORT NO.	25X1
TOPIC	Minsterwalde Airfield		25X1	
EVALUATION	25X1	PLACE OBTAINED	25X1	
DATE OF CONTENT	22 September to 3 October 1952			
DATE OBTAINED		25X1	DATE PREPARED	12 November 1952
REFERENCES	25X1			
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS				

25X1

1. 26 September 1952. Between 8 a.m. and 2 p.m., there was individual flying by 3 or 4 jet bombers of both types at Minsterwalde airfield. Not more than two planes were aloft at the same time. The aircraft made local flights of about 6 minutes. They had their landing gears extended. After midday, a jet bomber with a retracted landing gear made flights of about 15 minutes.
- 27 September. There was air activity between 7:40 a.m. and 2 p.m. The planes had their landing gears extended while making local flights of about 6 minutes.
- 28 September. No air activity.
- 29 September. Between 8 and 9 a.m., 15 take-offs and landings were made by jet bombers with extended landing gears. Longer flights were made by individual planes between 2 a.m. and 3 p.m. A B-25 plane towing a sleeve target flew over the town between 12 and 12:15 p.m. There was local flying by jet bombers between 3:30 and 4:30 p.m. A Yak-14 plane coming from the north landed at the field at 5 p.m. and took off at about 5:20 p.m.
- 30 September. Between 8 a.m. and 4 p.m., short local flights were made by a least four jet bombers.
- 1 October. Flying was practiced between 8:30 a.m. and 4 p.m.
- 3 October. A B-25 plane took off at 8:40 a.m. and landed after about 5 minutes. At 8:45 a.m., four IL-28 jet bombers took off within one minute and headed west. The planes retracted their landing gears immediately after the take-off. Immediately after the four planes took off, a B-25 plane took off, also heading west. Another four jet bombers took off at 9 a.m. within one minute and headed west. After about 20 minutes, the jet bombers landed at the field. After another interval of 5 to 10 minutes, further take-offs were made so that four planes were always aloft at the same time. Local flying was practiced between 2:30 and 3 p.m. In addition to the jet bombers, at least eight Pe-2s were counted at the field.

CLASSIFICATION SECRET

SECRET/

25X1

- 2 -

5 October. No air activity.

6 October. Between 11 a.m. and 4 p.m., there was local flying by aircraft with extended landing gears. An IL-28 jet bomber was also observed aloft making flights of about 20 minutes. Between 5 and 5:30 p.m., 9 jet bombers of both types and 8 Pe-2s were counted at the field.

7 October. There was no air activity in the morning. At 2:45 p.m., jet planes took off.

2. 28 September. No air activity. Two B-25s and 10 jet bombers in two groups of five were parked in front of the hangars.

30 September. Between 8 a.m. and 3 p.m., there was air activity by jet bombers. Local flights were made in the morning and a V formation of three jet bombers was observed flying in the afternoon. A B-25 plane towing a slave target flew over the town at 4 p.m. and landed at the field at 4:30 p.m.

2 October. There was local flying by two jet bombers and two B-25 planes. Individual jet bombers made cross-country flights.

6 October. Between 9 a.m. and 1 p.m., jet bombers practiced local flying.<sup>1</sup>

3. Between 28 September and 6 October, 15 to 20 tents were observed on the northern edge of the field. The AA gun emplacement was vacant.<sup>2, 3</sup>

25X1

1.  Comment. The local flights were probably made by pilots who have been retrained on IL-28s for a short period.

25X1

2.  Comment. The AA gun emplacement was reportedly evacuated on 25 September 1952. An AA shipment from Finsterwalde airfield observed on 23 September was probably connected with the evacuation.

25X1

3.  Comment. No change was observed in the occupation of Finsterwalde airfield. The two bomber regiments are equipped with about 12 IL-28s and about 15 Pe-2s. It is believed that some of the planes which were not observed on the dispersal areas were parked in the hangars.

25X1

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